drone-spot

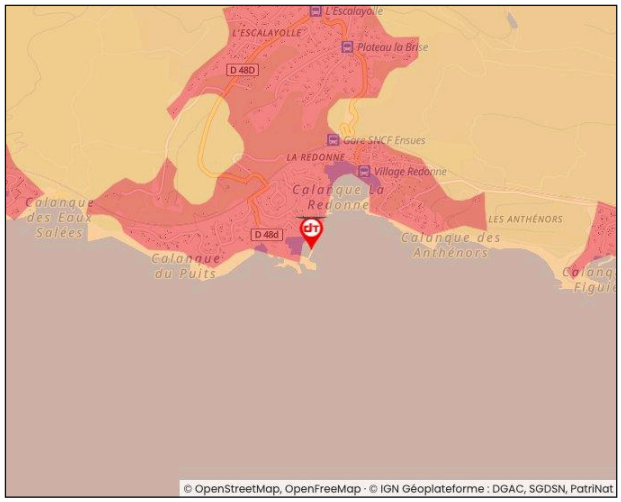
FLIGHT CARD

Generated on 22 November 2026

Madrague de Gignac

Water · Bouches-du-Rhône

GPS coordinates	43.33066, 5.19658
Elevation	2 m
Maximum height	50 m max
Access	On foot < 1,000 m
Nearest aerodrome	Marseille Provence Airport (LFML) 12 km N · spot 21 m lower
Spot reference	306743



Spot location and restrictions (Drone-Spot map image)

Sun (local times, UTC+01:00)

Day	Dawn	Sunrise	Sunset	Dusk	Day length	Golden hour
Sun 22 Nov	07:10	07:41	17:09	17:41	9 h 28	07:41–08:25 · 16:25–17:09
Mon 23 Nov	07:11	07:42	17:09	17:40	9 h 26	07:42–08:27 · 16:25–17:09
Tue 24 Nov	07:12	07:44	17:08	17:39	9 h 24	07:44–08:28 · 16:24–17:08

Nearby aerodromes

Aerodrome	Type	Distance	Elevation
Marseille Provence Airport	Major airport	12 km N	23 m
Marseille Hydro	Seaplane base	13 km E	0 m
Berre/Marignane Seaplane Base	Seaplane base	13 km N	2 m
Base Hydro-ULM "Henri Fabre"	Seaplane base	14 km NW	0 m

Description

The Calanque des Anthénors is a small cove nestled in a magnificent setting, letting you enjoy the charm of the Côte Bleue away from the crowds. It is also very easy to reach from Ensuès-la-Redonne station. The spot is ideal for exploring the underwater world with your mask and snorkel, sheltered by a large rock that breaks the waves. The harbors of Ensuès-la-Redonne and Madrague de Gignac are well worth a visit.

Scan to open the up-to-date spot page: weather, map and restrictions.

https://www.drone-spot.tech/en/fiche-spot.aspx?id=306743

Before every flight: check the UAS zones map, NOTAMs and temporary areas, the weather and the Kp index.

Preparing the flight

Pre-flight Check-List

- ☐ Area checked: UAS zones, restrictions, protected areas
- ☐ NOTAMs and temporary areas checked
- ☐ Weather: wind, gusts, rain, visibility; Kp index
- ☐ Operator number displayed on the drone
- ☐ Training certificate or licence with me
- ☐ Third-party liability insurance checked
- ☐ Batteries charged: drone, controller, phone
- ☐ Propellers, motors and frame in good condition
- ☐ Memory card inserted and empty
- ☐ Software up to date, compass and IMU calibrated
- ☐ Return to home: home point and return height set
- ☐ Electronic signalling or remote ID active
- ☐ Take-off area clear, people informed and at a distance
- ☐ Observer present for FPV flights

Key rules of the open category

Recreational flying in France: European open-category rules, applied by the DGAC.

- Maximum height: 120 m above the ground, lower where a restriction requires it.
- Always keep the drone in sight; when flying FPV, an observer keeps it in sight next to you.
- Never fly over crowds and keep the distances of your subcategory (A1, A2 or A3).
- Respect UAS geographical zones: around aerodromes, prohibited or restricted areas, protected areas, sensitive sites.
- Register as an operator if the drone weighs 250 g or more or carries a camera (toys excepted), and display the number on the drone.
- Training: online A1/A3 certificate from 250 g or for a class C1 drone; A2 certificate to fly closer to people with a class C2 drone.
- Always give way to manned aircraft and land if one approaches.
- Respect privacy: no images that identify people without their consent; aerial photography is prohibited in some areas.
- Check your third-party liability insurance.
- In France: registration and training on AlphaTango (DGAC); a drone of 800 g or more must broadcast electronic signalling (or the remote ID of class-marked drones).

Non-exhaustive summary: rules change. Reference: the DGAC open-category guide and the country's regulations.

Useful links

UAS zones map around the spot : https://www.drone-spot.tech/en/carte-uas.aspx?lat=43.33066&lon=5.19658
Drone pilot library : https://www.drone-spot.tech/en/bibliotheque
DGAC open-category guide (French) : https://www.drone-spot.tech/en/bibliotheque/guide-categorie-ouverte
Registration and training (AlphaTango) : https://alphatango.aviation-civile.gouv.fr
NOTAMs and temporary areas (SOFIA Briefing) : https://sofia-briefing.aviation-civile.gouv.fr

My flight notes

Information sheet generated by Drone-Spot from community data: it replaces neither official aeronautical information nor the regulations. The remote pilot remains responsible for the flight.